Summary

The Final Environmental Impact Report/Environmental Assessment (FEIR/EA) has been prepared to meet requirements of the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA) for projects that could have adverse impacts on the environment. It is based on detailed technical studies for the purpose of informing the public and to present reasonable alternatives that would avoid or minimize impacts.

The following summary identifies major items of importance to decision-makers regarding the proposed project. Detailed project information is presented in the body of the document.

Proposed Action

The California Department of Transportation (Caltrans) and the Federal Highway Administration (FHWA) are proposing a highway improvement project on State Route 99 (SR 99) in Sutter County, between the SR99/70 Junction (wye) to Sacramento Avenue, and from Central Avenue to O'Banion Road. The proposed project would widen SR 99 to a 4-lane facility with continuous median and left-turn lane from the SR70/99 junction to Sacramento Avenue (KP 23.0/PM 14.3), and upgrade to conventional highway or expressway standards between Central Avenue (KP 27.0/PM 16.8) and O'Banion Road (KP 37.0/PM 23.0). In addition, the project provides for a new two-lane bridge on the east side of and adjacent to existing Feather River Bridge #18-26. The project will improve traffic safety and reduce congestion. Improvements would include:

- Realign the east leg of O'Banion Road to match the west leg alignment.
- Add a west leg to the Nicolaus Road connection to SR 99 at KP 19.0 (PM 11.8) to eliminate left-turn movements and improve safety.
- Install signals at the intersections of SR 113 and Garden Highway with SR 99 as part of Phase I of segment 4.

The section between Central Avenue (KP 27.0/PM 16.8) and O'Banion Road (KP 37.0/PM 23.0) would be constructed in two phases. Phase I will realign and/or widen SR 99 from a two lane to four lane facility with at-grade intersections at Garden

Highway and Route 113. Phase II would add interchanges at the intersections of SR 99 with Route 113 and at Garden Highway.

The project has been divided into three segments to facilitate design and construction programming.

Segment 1 was programmed for funding in the 1998 State Transportation Improvement Program (STIP) from Interregional Improvement Program (ITIP), Regional Transportation Improvement Program (RTIP), TEA-21 Demonstration funds. Funding for Design, Right of Way acquisition and Right of Way engineering for Segment 4 was programmed in the 2000 STIP (from ITIP and RTIP) and TEA-21 Demonstration funds. In addition, funding for Segment 4's construction capital and construction support was programmed in the 2002 STIP (ITIP and RTIP) funds. Funding for Design, Right of Way acquisition and engineering for Segment 2 are programmed in the 2002 STIP (RTIP) funds.

Segment 3 (Figure S-1), which was constructed in September 2000 is located between Sacramento Avenue (KP 22.0, PM 13.7) and Wilkie Avenue (KP 29.2, PM 18.2). This segment was funded by the 1996 State Transportation Improvement Program (STIP) from Interregional Improvement Program (ITIP) and Regional Transportation Improvement Program (RTIP) funds. Segment 3 provides an additional lane in each direction and a continuous, two-way left-turn lane.

Project Alternatives

Three build alternatives are being considered to address the need for improvements along SR 99 in Sutter County. These alternatives are a result of a number of Project Study Reports (PSR) which studied various alternatives and variations outlined in the previous section. The alternatives were selected based on several factors including benefits, capital cost, feasibility, environmental impacts and ability to address the stated project purpose and need.

Alternative 1: Widen existing facility.

Alternative 2: Widen existing facility with a northern bypass of the town of Tudor.

Alternative 3: Widen existing facility with a southern bypass of the town of Tudor.

- Segment 1 begins near SR 99/70 junction KP 13.9 (PM 8.7) to Nicolaus Road KP 19.0 (PM 11.8).

- Segment 2 begins south of Nicolaus Road KP 17.7 (PM 11.0) and extends to north of Sacramento Avenue KP 23.0 (PM 14.3).
- Segment 4 starts near Central Avenue KP 27.0 (PM 16.8) and ends just north of O'Banion Road KP 37.0 (PM 23.0).

All build alternatives would include Segment 3 (Figure S-1), which was constructed in September 2000 and other project features such as the new two-lane bridge over the Feather River would be the same for all the build alternatives (Figure S-1).

A No Build Alternative was also considered to allow the reader of this document to compare the effects of the build alternatives with a future scenario where no expressway or interchanges are present along SR 99. Chapter Two gives a detailed discussion of project alternatives. Figure 1-2 a-c shows the project location.

Identification of Preferred Alternative

The Project Development Team (PDT) after reviewing the project history, project scope, design details, and environmental impacts made the formal recommendation of selecting Alternative 3 as the preferred alternative for State Route 99 Safety and Operational Improvement Project.

Summary of Impacts by Alternative

The following table shows the potential impacts and avoidance, minimization and mitigation for the proposed project. Details on each item in the table are presented in Chapters 3-4.

Table S-1 - Summary of Major Potential Impacts From Alternatives

Potential Impact	Alternative 1	Alternative 2	Alternative 3	No Build Alternative	Minimization/ Mitigation
Farmland converted Hectares (acres)	68 (167)	76 (188)	**77 (190)**	0	None Required
Housing displacements	9	8	**3**	0	Relocation Assistance
Consistency with Sutter County General Plan	Yes	Yes	**Yes**	No	None Required
Potential Impact	**Alternative 1**	**Alternative 2**	**Alternative 3**	**No Build Alternative**	**Minimization/ Mitigation**

Noise	# of receptors ≥Leq 67 dBA	35	29	**15**	37	Not Feasible & Reasonable
Water Quality		Temp. Construction Impacts	Temp. Construction Impacts	**Temp. Construction Impacts**	No Impact	Construction measures
Floodplain Encroachment		Transverse @ Feather River	Transverse @ Feather River	**Transverse @ Feather River**	No Impact	None Required
Air quality		Temp. Construction Impacts	Temp. Construction Impacts	**Temp. Construction Impacts**	No Impact	Construction measures
Total wetlands area ha (ac)	Permanent	.22 (.56)	.22 (.56)	**.039(.097)**	No Impact	Creation/ acquisition of habitat
	Temporary	.14 (.342)	.14 (.342)	**.208 (0.514)**		
Total Water of the U.S. area ha (ac)		1.4 (3.6)	1.4 (3.6)	**.80 (.277)**	No Impact	Creation/ acquisition of habitat
Salmonids/Salmonid Habitat ha (ac)		Potential Take 2.4 (6.0)	Potential Take 2.4 (6.0)	**Potential Take .0.11 (.277)**	No Impact	Construction measures, revegetation
Swainson's Hawk ha (ac)		49 (120)	62 (152)	**18 (45)**	No Impact	Preservation/ acquisition of habitat; Construction Measures
Giant Garter Snake (GGS) Habitat ha (ac)		18 (44)	22 (54)	**32 (77)**	No Impact	Preservation/ acquisition of habitat; Construction Measures
Cultural resources		No Adverse Effect	No Effect	**No Effect**	No Impact	Avoidance
Visual quality		Feather River/ Overcrossing (phase II)	Feather River/ Interchange (phase II)	**Feather River**	No Impact	Revegetation/ landscaping
Cumulative impacts		GGS Anadromous Fish	GGS, Farmlands Anadromous Fish	**GGS Farmlands Anadromous Fish**	No Impact	HCP, Cumulative Mitigation
Growth inducement		Not Substantial	Not Substantial	**Not Substantial**	No Impact	None Required
Number of potential hazardous waste sites		5	4	**11**	No Impact	To Be Determined
Potential 4(f) property (s)		1	1	**1**	No Impact	Minimization/ compensation
Volume of fill imported as % of total cut & fill volume		35	55	**47**	0	N/A
Maximum projected cut and fill heights		Cut-2 m Fill – 8.8 m	Cut – 2 m Fill – 8.8 m	**Cut-2 m Fill – 8.8 m**	0	N/A

Figure S-1 – Cumulative Impact Effect Area

Feather River Wildlife Area

The proposed project would utilize 12.0 ha (30 ac) of the Feather River Wildlife Area (which is located between the levees along the Feather River). Twelve hectares (30 ac) would be used for construction staging (temporary) and only .8 ha (2.0 ac) would be permanently impacted. This utilization of the wildlife area for transportation projects would constitute a Section 4(f) use. A Programmatic Section 4(f) evaluation is contained in Appendix D.

Summary of Impacts, Minimization Measures and Proposed Mitigation

The following abatement, avoidance, minimization and/or mitigation measures are based on impacts associated with Alternative 3 which has been identified as the preferred alternative.

Business/Housing Displacements

Property owners would receive fair market value compensation for any land or improvements acquired by the State. Caltrans and FHWA would provide relocation assistance in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies act of 1970, as amended (Appendix H).

Noise

The project would result in noise impacts to 15 residences that would meet or exceed the Noise Abatement Criteria (NAC) level at which abatement must be considered. Noise barriers, such as earthen berms and soundwalls were considered. Earthen berms were ruled inappropriate due to the limited right-of-way available. Sound walls are only considered an effective avoidance measure if they also meet the "feasibility" and "reasonableness" criteria as outlined in 23 CFR 772.11 and in the Caltrans Traffic Noise Analysis Protocol. These criteria were applied and were not met; therefore, no mitigation is proposed. In addition, noise levels for the No Build Alternative are predicted to be within 1 dBA of the build alternative and in many locations the No Build Alternative would have a greater noise impact. Therefore, based upon the noise analysis completed, the project would not result in a substantial noise impacts.

Water Quality

The practices outlined in the Storm Water Management Plan (SWMP) and Statewide Storm Water Practice Guidelines would ensure that certain minimum design elements are incorporated into the project to maintain or improve water quality. The key elements are as follows:

- Minimize Impervious Surfaces – The project would reduce total runoff volume by reducing impervious area where possible.

- Prevent Downstream Erosion – Drainage facilities would be designed to avoid causing or contributing to downstream erosion. Drainage outfalls, when appropriate, would discharge to suitable control measures.

- Stabilize Disturbed Soils Areas - Project design would incorporate stabilization of disturbed areas (when appropriate) with seeding, vegetative or other types of cover.

- Maximize Existing Vegetative Surfaces - Project design would limit the footprint of cuts and fills to minimize removal of existing vegetation.

The project as planned would not create a substantial increase in downstream erosion or siltation.

The Construction General Permit (Order No. 99-08-DWQ)(CA000002) would require that all storm water discharges associated with construction activities that result in soil disturbance of at least one acres of total land area would comply with the provisions specified in the permit, including development and implementation of an effective Storm Water Pollution Prevention Plan (SWPPP). The SWPPP is a document that addresses water pollution controls for the project during construction and would be prepared by the contractor and approved by the Caltrans Construction Resident Engineer prior to commencement of soil-disturbing activities.

Air Quality

The project is located in the Sacramento Valley Air Basin and comes under the jurisdiction of the Feather River Air Quality Management District.

The SR 99 Safety and Operational Improvement Project would not violate the National Ambient Air Quality Standards or the California Ambient Air Quality Standards.

The Caltrans Standard Specifications are expected to effectively reduce and control emission impacts during construction. The provisions of Section 7-1.01F, Air Pollution Control, require the contractor to comply with the local jurisdiction's rules, regulations, ordinances, and statutes.

Wetlands and Waters of the U.S.

Wetlands are defined as "areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support a prevalence of vegetation typically adapted for life in saturated soil conditions." The "other waters of the U.S." includes seasonal or perennial waters (creeks, lakes or ponds) and other types of habitats that lack one or more of three technical criteria for wetlands (soil, hydrology, and/or vegetation).

Impacts from Fill and Diversion

Temporary impacts to wetlands include the temporary fill of wetlands during construction which would be removed immediately following construction, the temporary disturbance to vegetation and the temporary dewatering which may be required. Temporary impacts may occur during construction for the following reasons: 1) to provide access to other construction areas, 2) to provide equipment access for work on culverts and/or, 3) to dewater to maintain water quality standards during construction.

Temporary Impacts to "Other Waters"

Temporary impacts to waters consist of dewatering during construction. Areas would be dewatered primarily to maintain water quality. Areas that are dewatered would be returned to the pre-construction state and the water returned to the pre-existing channel.

Permanent Impacts to Wetlands

Permanent impacts to wetlands occur where areas defined as wetlands are filled. Within the Sutter 99 widening project fill includes the extension of culverts into wetland areas and the placement of bridge footings in areas delineated as wetlands.

Permanent Impacts to "Other Waters"

There will be no permanent impacts to "Other Waters." A permanent impact to "Other Waters" would consist of a complete impairment to the waterbody. No portion of this project will completely impair or impede the flow of a water body.

Hazardous Waste

The project would potentially disturb areas, which may contain hydrocarbon and groundwater contamination. Caltrans would perform a more detailed site investigation (Phase II Study) including drilling of test holes and collection and laboratory analysis of collected soil and/or water samples, to confirm or dismiss potential hazardous waste issues.

Prior to commencing with the Phase II study, a Health and Safety Plan shall be prepared which addresses the potential effect of the various chemical compounds that could be encountered at each property with potentially hazardous substance issues.

Upon confirmation of hazardous waste issues, responsible parties will be sought for cleanup activities. If Caltrans must clean up impacted properties, reimbursement of cleanup costs will be sought from the responsible party(ies).

For impacted soils encountered on potential acquisition properties, possible cleanup technologies include excavation and disposal of the impacted soils at appropriately permitted landfills, extraction of contaminated vapors, and aeration or bioremediation of soil in situ or above ground. All soil remediation shall be performed within the existing policies, rules and regulations of governing regulatory agencies.

A certified contractor would handle debris removal and disposal of structures found to contain asbestos and/or lead-based paint.

Visual Impacts

Slopes along the interchanges would be constructed at a 1:4 slope to blend with the surrounding landscape. In addition, these measures would be implemented:

- Existing oaks located in roadside areas will be protected from construction operations and retained where possible. Metal beam guardrails would be used to protect and retain trees which may be located within the new clear recovery zone. If removal of existing oaks is necessary, all trees with a trunk diameter of 6" DBH (Diameter Breast Height) or greater will require mitigation/replacement.

- All disturbed areas associated with construction activities shall be seeded with appropriate perennial native grass species as part of the permanent erosion control BMP requirement.

- Selected locations throughout the length of the project shall be planted with native oaks from acorns or container plants.

- All efforts should be made to minimize negative impacts to native vegetation when constructing the bridge structure in Segment 2. All disturbed areas resulting from bridge construction within the levee boundaries shall be seeded and revegetated to lessen the visual and biological impacts. Erosion control measures shall be utilized in areas that have been cleared and grubbed. Revegetation of disturbed areas in floodplain shall be identified as a follow-up planting project.

- Slopes shall be seeded and revegetated with native plants following construction.

- Newly constructed slopes and loop ramp areas associated with the interchange construction shall be revegetated with containerized and acorn oak plantings. All disturbed areas shall incorporate native grass species into erosion control seeding.

- Any mature vegetation that is removed for construction would be replaced or relocated in consultation with the landowner.

- Impacts to root systems of large oak trees at the intersection of O'Banion Road and SR99 (Station 130+70 on design plans) would be avoided. Roadway improvements will minimize construction-related activities within drip zones of trees. Staging and storage areas will be prohibited within drip zones.

Cumulative Impacts

Although regional growth would be concentrated in established community centers and transportation upgrades on existing State facilities, there still would be cumulative losses to sensitive biological resources and farmland. The SR 99 Safety and Operational Improvement project would contribute to these losses of riparian habitat, wetlands, and habitat which supports federally and state listed species (Giant Garter snake and Swainson's Hawk). These losses are not substantial with implementation of proposed project mitigation, and considering the extensive resources available in the cumulative effects area. Despite the likelihood of cumulative effects to these resources in the region, the cumulative individual mitigation and conservation measures identified in planning documents and required on Caltrans/FHWA transportation projects by resources agencies, as well as the forthcoming Butte, Sutter and Yuba County HCP would contribute to offset these effects.

Proposed minimization and mitigation measures would reduce direct and indirect project impacts to less than significant levels. Mitigation would also minimize cumulative impacts to Swainson's Hawk, Giant Garter Snake, Chinook Salmon, and Central Valley Steelhead.

Summary of Endangered Species Consultation and Mitigation

Caltrans and FHWA have completed formal Section 7 consultation with the United States Fish and Wildlife Service (USFWS) and National Marine Fisheries Service (NOAA-Fisheries) in accordance with the Federal Endangered Species Act (ESA) of 1973, as amended, for the proposed SR 99 Safety and Operational Improvement Project in Sutter County. In compliance with the California Endangered Species Act (CESA), Caltrans has consulted with the California Department of Fish and Game (CDFG).

United States Fish and Wildlife Service

The USFWS was contacted on January 30, 2003 by FHWA for the purpose of initiating formal consultation. The USFWS issued a Biological Opinion (B.O.), contained in Appendix C, addressing the adverse effects of the proposed action on the threatened giant garter snake (*Thamnophis gigas*) and the threatened Sacramento

splittail (*Pogonichthys macrolepidotus*). Implementation of the proposed project would not adversely affect the threatened bald eagle (*Haliaeetus leucocephalus*). The project will not affect critical habitat for listed species. Appendix E contains a USFWS list of endangered and threatened species that may be present in the project area or may be affected by the proposed project.

The USFWS B.O. states that the proposed project may adversely affect giant garter snakes. The FHWA and Caltrans have proposed avoidance, minimization, and conservation measures sufficient to minimize the adverse effects of the proposed action to these species, and the B. O. concludes that the proposed action is not likely to jeopardize their continued existence.

Proposed avoidance, minimization and conservation measures include the following:

General measures:

- Establishment of Environmentally Sensitive Areas (ESA) areas that will be avoided during construction.
- Implementation of Best Management Practices (BMP) during construction which focus on maintaining water quality, properly winterizing construction areas, preventing erosion and keeping hazardous materials away from water.
- The contractor will need to comply with the water pollution protection provisions of Section 7-1.01G of the Caltrans Standard Specifications.
- Continued surveys of the proposed segments to determine if there have been any habitat changes that may affect the determinations made in the BO. Surveys will focus on bird species and habitat changes.
- In appropriate areas (to be determined by the project Landscape Architect and District Biologist), the top 10 centimeter (4 inches) of topsoil will be stockpiled to aid in the post-construction revegetation. Mulches used in landscaping will be from a source material that is free of exotic species.

Giant garter snake:

1. Both upland and aquatic habitat including rice fields and habitat lost at irrigation canals and sloughs will be compensated for at a ratio to be determined but based

on the current USFWS policy of 1:1 conservation ratios for temporary effects and 3:1 for permanent effects.

2. Construction activities in giant garter snake habitat will be limited to May 1 through October 1.

3. The biologist/environmental monitor will conduct a survey for giant garter snake within 24 hours of the start of construction in identified habitat. No giant garter snake can be handled without obtaining prior approval from the USFWS. If a snake becomes trapped during construction a USFWS pre-approved biologist will remove the snake to a downstream location. The USFWS will be notified of the presence of the snake within 24 hours.

4. The project shall be re-inspected whenever a lapse in construction activity of 2 weeks or greater has occurred.

5. Any dewatered habitat must remain dry for at least 15 days after April 15 and prior to excavating and filling.

6. All construction personnel shall participate in a USFWS-approved worker environmental program to learn about the species, its habitat and the relevant laws.

7. Movement of heavy equipment to and from the project site shall be restricted to established roadways or areas surveyed by the guidelines above and after May 1.

8. Following construction, areas of temporary disturbance shall be returned to their pre-project conditions. Revegetation will be with native species as noted in the conservation measures.

Sacramento Splittail:

A list of endangered and threatened wildlife and plants was obtained from the USFWS and NOAA Fisheries for the Natural Environment Study Report; and, later an updated species list for the Biological Assessment. These lists identified Sacramento Splittail (*Pogonichthys macrolepidotus*) as threatened and potentially present in the project area. On September 22, 2003 Sacramento Splittail (*Pogonichthys macrolepidotus*) was removed from the list of endangered and threatened species (i.e. delisted). The environmental document identifies avoidance, minimization and mitigation measures specific for this species. Due to the delisting,

these measures are no longer required; specifically, timing constraints and compensatory mitigation. It is expected that measures implemented for other listed fish species will also benefit Sacramento Splittail (*Pogonichthys macrolepidotus*).

National Oceanic and Atmospheric Administration (NOAA Fisheries) Consultation

Consultation with NOAA Fisheries was undertaken to address the effects of the proposed action on threatened Central Valley steelhead, Central Valley spring-run Chinook salmon and effects on Essential Fish Habitat (EFH) for Central Valley fall-run Chinook salmon (*Onchrhynchus tshawytscha*). In accordance with section 7 of the Endangered Species Act (ESA) of 1973, as amended (16 U.S.C. 1531 *et seq*) NOAA prepared a biological opinion which includes required mitigation measures, conservation recommendations, and an incidental take statement for the implementation of the proposed project (see Appendix C). Under provisions of the Magnuson-Stevens Fishery Conservation and Management Act (MSFCMA), Section 305(B)(4)(A), NOAA Fisheries has provided a delineation identifying EFH and specifying conservation recommendations, statutory requirements and an effects statement. As required by Section 305(B)(4)(B) of the MSFCMA, and 50 CFR 600.920(j), FHWA will comply with the conservation recommendations. With the conservation measures in place, the conclusion of NOAA Fisheries consultation is that the proposed project may adversely affect EFH for fall-run Chinook salmon and take of Central Valley spring-run Chinook salmon and Central Valley steelhead may occur. The identified affects are not expected to lead to jeopardy of Chinook salmon (or identified EFH) or Central Valley steelhead. Mitigation for loss of 0.89 ha (2.20 ac) of riparian habitat would include revegetation at bridge crossings and adjacent creek banks at a ratio of 3:1 to ensure "no net loss" of habitat.

The following measures will be included to minimize the effects of the project:

1. Work shall be conducted during a July 1-October 15 construction window.

2. A fish salvage plan shall be prepared by the contractor and submitted by Caltrans to NOAA Fisheries prior to bridge construction (see BO for details).

3. Pile driving shall be conducted only during daylight hours to avoid crepuscular and nocturnal migration periods of Chinook salmon and steelhead.

4. Underwater sound levels associated with pile driving shall be monitored to ensure sound levels do not exceed 150 dB at a distance of 10 meters from the pile (see BO for details).

5. All BMPs regarding water quality shall be employed during construction including the following:

- Stream channel disturbance shall be kept to a minimum and no fill material beyond that identified shall be allowed in the channel.

- Water pumped from within the confines of the cofferdams which may be turbid, shall not directly re-enter the system. Water in contact with concrete must be disposed of outside the stream zone, riparian zone or any wetland area.

- All equipment refueling and maintenance will occur outside the channel and riparian area (except for drill rig or other stationary equipment).

6. The final bridge design will be approved by NOAA Fisheries. The bridge design shall not allow stormwater from any road or bridge to be directly discharged to any drainage during construction and in perpetuity.

7. A revegetation plan shall be approved by NOAA Fisheries.

8. Loss of riparian vegetation shall be replaced onsite or near the site at a ratio of 3:1.

Habitat Conservation Plan

The proposed action is interrelated with local urban planning efforts, and while intended primarily as a safety improvement, the USFWS has determined that the improvements associated with the proposed action will encourage and facilitate planned and/or yet-to-be planned growth. This growth, while associated with the project, is not subject to FHWA or Caltrans control; it is the responsibility of local planners.

The approach agreed to by Caltrans during the consultation on the SR 70 project in Yuba and Sutter Counties, and finalized in that project's June 15, 2001 Biological Opinion and its March 18, 2002, Amendment (USFWS files 1-1-00-F-0224 and 1-1-02-F-0069 respectively), is for the local jurisdictions to address the effects of growth

on listed species through a regional planning effort and to pursue incidental take permits directly from the USFWS in accordance with Section 10(a)(1)(B) of the Endangered Species Act. Although, local jurisdictions are ultimately responsible for the creation and implementation of the Habitat Conservation Plan, Caltrans has agreed to support and facilitate this endeavor with Sutter and Yuba Counties and the Sacramento Area Council of Governments (SACOG). The HCP, which is in development, will outline adequate conservation measures for potential Federal and State listed species in the area. For additional information on the HCP and Caltrans commitments, please refer to the USFWS Biological Opinion in Appendix C.

CDFG Consultation

Consultation with CDFG is ongoing but the following are standard measures would be included as measures to minimize and fully mitigate impacts:

Swainson's hawk

- Removal of known or potential nest trees shall be done outside of the breeding season; work to be done between October 1 and February 1.
- Caltrans will compensate for the loss of Swainson's hawk foraging habitat.
- The project area and vicinity will continue to be surveyed prior to construction to determine presence/absence of active nests within a 16 kilometers (10-mile) radius of the project area.

Giant Garter Snake

See USFWS conservation measures for this species in the previous section.

Issues to be Resolved

Issues to be resolved before implementation of the proposed project are listed below.

- Final project design
- Right of way acquisition and utility relocation
- Permits and approvals

Permits and Approvals

The following permits and/or approvals would be required before implementation of the proposed project:

- Streambed Alteration Agreement (Section 1601) from the CDFG
- Section 401 certification/waiver from the Regional Water Quality Control Board (RWQCB)
- Section 404 of the Clean Water Act Permit from the U.S. Army Corp of Engineers (ACOE)

California Endangered Species Act – Section 2081 Permit for Incidental Take from the California Department of Fish and Game (CDFG)

Notice of Determination

Upon certification of the Final EIR by Caltrans and approval of the Final EA by FHWA, Caltrans would file a Notice of Determination (NOD) and FHWA would prepare a Finding of No Significant Impact (FONSI). Caltrans would prepare Findings and a Statement of Overriding Consideration for impacts considered significant under CEQA.